

Message Text

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ORIGIN IO-14

INFO OCT-01 AF-10 ARA-10 EA-10 EUR-12 NEA-10 ISO-00
CAB-02 CIAE-00 COME-00 DODE-00 DOTE-00 EB-08
INR-10 NSAE-00 FAA-00 L-03 MCT-01 AID-05 OMB-01
TRSE-00 PA-01 /098 R

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-----048522 100545Z /13

R 091902Z MAR 78

FM SECSTATE WASHDC

TO AMCONSUL MONTREAL

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E.O. 11652: N/A

TAGS: PORG, EAIR, UNDP, ICAO

SUBJECT: ICAO AVIATION SECURITY TECHNICAL ASSISTANCE
PROGRAM

REFS: A) KOTAITE-DOWNS LETTER OF DECEMBER 30, 1977;
B) MONTREAL 403; C) MONTREAL 450; D) MONTREAL 404;
E) USUN 662

1. DEPARTMENT HAS BEEN CONSIDERING ICAO COUNCIL PRESIDENT
KOTAITE'S PROPOSAL CONTAINED IN REF A TO TWELVE MAJOR
AVIATION STATES, INCLUDING U.S., TO HAVE THESE STATES
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ESTABLISH A TECHNICAL ASSISTANCE TRUST FUND TO ASSIST DEVELOPING COUNTRIES IN STRENGTHENING THEIR AVIATION SECURITY. USG BELIEVES MAJOR AVIATION STATES SHOULD SUPPORT KOTAITE'S EFFORTS TO UPGRADE AIRPORT SECURITY THROUGH A PROGRAM OF TECHNICAL ASSISTANCE AND TRAINING FOR MEMBER STATE AIRPORT SECURITY PERSONNEL AS COMPANION MEASURE TO ICAO'S WORK IN UPGRADING STANDARDS AND RECOMMENDED PRACT

TICES. IN VIEW OF POSITION OF OTHER MAJOR AVIATION STATES AND KOTAITE DISCUSSED IN PARA 2, WE WOULD SUPPORT ANOTHER EFFORT BY KOTAITE TO OBTAIN UNDP FINANCING FOR SUCH A PROGRAM. IF AN APPROACH TO UNDP IS UNSUCCESSFUL, WE DO NOT WANT TO RULE OUT FALL-BACK CONSIDERATION OF KOTAITE'S PRO-FUND.

2. REF B REPORTS THAT EIGHT OF TWELVE STATES WHICH HAVE BEEN APPROACHED HAVE INFORMED PRESIDENT KOTAITE THAT THEY ARE AGAINST CONCEPT OF TRUST FUND, AND WOULD FAVOR HAVING UNDP FINANCE AN AIRPORT SECURITY PROGRAM. REF C INDICATES THAT KOTAITE, IF U.S. GOES ALONG WITH THESE EIGHT STATES, WOULD AGAIN CONTACT UNDP. WE AGREE WITH USREP THAT MAJOR AVIATION STATES SHOULD AGREE ON COURSE OF ACTION, AND THAT PROPOSED TECHNICAL ASSISTANCE PROGRAM, WHETHER UNDP OR ICAO-MEMBER FINANCED, MUST BE TRULY MULTILATERAL IN SCOPE. ACCORDINGLY, BEFORE DECISION IS MADE WHETHER TO REQUEST FUNDS FROM CONGRESS FOR FY 1980 TO SUPPORT SUCH A PROGRAM, USG WILL WANT TO REVIEW RESULTS OF NEW APPROACH BY ICAO PRESIDENT TO UNDP.

3. USREP SHOULD APPROACH PRESIDENT KOTAITE AND URGE THAT HE AGAIN CONTACT UNDP TO SEEK FUNDING FOR PROJECT. WE REALIZE THAT, ACCORDING TO REF A, UNDP HAS QUESTIONED WHETHER STRENGTHENING OF AIRPORT SECURITY CAN BE REGARDED AS QUOTE DEVELOPMENT. UNQUOTE WE BELIEVE THAT UNDP SHOULD LIMITED OFFICIAL USE

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LOOK UPON PROPOSED AIRPORT SECURITY PROGRAM AS TECHNICAL ASSISTANCE SIMILAR TO THAT NOW PROVIDED IN AVIATION SAFETY FIELD; UNDP RESIDENT REPRESENTATIVES (RESREPS) IN OUR OPINION, ARE THEREFORE IN POSITION TO PERSUADE DEVELOPING COUNTRIES THAT THIS PROJECT SHOULD BE INCLUDED IN THEIR UNDP-FINANCED COUNTRY PROGRAMS. KOTAITE IN HIS APPROACH MIGHT ALSO WISH TO STATE THAT HE UNDERSTANDS UNDP AVAILABLE FUNDING NOW TEMPORARILY EXCEEDS ABILITY OF UNDP TO PROGRAM FUNDS FOR NEW PROJECTS, DUE TO UNEXPECTEDLY RAPID RECOVERY FROM 1975-76 UNDP FINANCIAL CRISIS; MONEY MAY THEREFORE BE AVAILABLE FOR AN AIRPORT SECURITY PROGRAM, PROVIDED THAT LDC'S AGREE TO ITS FUNDING FROM THEIR COUNTRY INDICATIVE PLANNING FIGURES (IPF'S).

4. KOTAITE SHOULD ALSO BE AWARE THAT, IN EYES OF SOME MEMBERS OF U.S. CONGRESS, UNDP AGREEMENT TO PROPOSE IMPLEMENTATION OF AIRPORT SECURITY PROGRAM WITHIN UNDP FRAMEWORK WOULD BE VERY POSITIVE MOVE. SUCH IMPLEMENTATION WOULD NOT ONLY SERVE TO UPGRADE BASIC AVIATION INFRASTRUCTURE IN LDC ECONOMIES, BUT WOULD ALSO BENEFIT DEVELOPED COUNTRIES, NATIONALS OF WHICH ARE MOST FREQUENT USERS OF INTERNATIONAL AIR TRANSPORT FACILITIES.

5. FOR USUN: YOU MAY WISH TO ADVISE AUSTRALIAN MISSION
OF ABOVE, AS WELL AS OF VIEWS OF ICAO AUSTRALIAN REP
(REF D). VANCE

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Message Attributes

Automatic Decaptoning: X
Capture Date: 01 jan 1994
Channel Indicators: n/a
Current Classification: UNCLASSIFIED
Concepts: AVIATION, SECURITY, TECHNICAL ASSISTANCE
Control Number: n/a
Copy: SINGLE
Draft Date: 09 mar 1978
Decapton Date: 01 jan 1960
Decapton Note:
Disposition Action: RELEASED
Disposition Approved on Date:
Disposition Case Number: n/a
Disposition Comment: 25 YEAR REVIEW
Disposition Date: 20 Mar 2014
Disposition Event:
Disposition History: n/a
Disposition Reason:
Disposition Remarks:
Document Number: 1978STATE060830
Document Source: CORE
Document Unique ID: 00
Drafter: CRHARTLEY/M/CT:JJOHNSON:AMP
Enclosure: n/a
Executive Order: N/A
Errors: N/A
Expiration:
Film Number: D780107-0698
Format: TEL
From: STATE
Handling Restrictions: n/a
Image Path:
ISecure: 1
Legacy Key: link1978/newtext/t19780386/aaaacuzb.tel
Line Count: 120
Litigation Code IDs:
Litigation Codes:
Litigation History:
Locator: TEXT ON-LINE, ON MICROFILM
Message ID: 7d614cca-c288-dd11-92da-001cc4696bcc
Office: ORIGIN IO
Original Classification: LIMITED OFFICIAL USE
Original Handling Restrictions: n/a
Original Previous Classification: n/a
Original Previous Handling Restrictions: n/a
Page Count: 3
Previous Channel Indicators: n/a
Previous Classification: LIMITED OFFICIAL USE
Previous Handling Restrictions: n/a
Reference: n/a
Retention: 0
Review Action: RELEASED, APPROVED
Review Content Flags:
Review Date: 05 may 2005
Review Event:
Review Exemptions: n/a
Review Media Identifier:
Review Release Date: N/A
Review Release Event: n/a
Review Transfer Date:
Review Withdrawn Fields: n/a
SAS ID: 3883322
Secure: OPEN
Status: NATIVE
Subject: ICAO AVIATION SECURITY TECHNICAL ASSISTANCE PROGRAM
TAGS: PORG, EAIR, UNDP, ICAO
To: MONTREAL USUN NEW YORK
Type: TE
vdkvgwkey: odbc://SAS/SAS.dbo.SAS_Docs/7d614cca-c288-dd11-92da-001cc4696bcc
Review Markings:
Sheryl P. Walter
Declassified/Released
US Department of State
EO Systematic Review
20 Mar 2014
Markings: Sheryl P. Walter Declassified/Released US Department of State EO Systematic Review 20 Mar 2014